

EXTRA. LIGHT THE TUNNEL.

Its Darkness Caused Yesterday's Disaster and Loss of Life.

Bodies of All the Six Victims Identified and Claimed.

Engineer Fowler and Signal Man McKenna Held in \$10,000 Bail.

Coroner Levy's Investigation Begun—The Inquest Next Tuesday.

The horrible accident in the New York Central Fourth Avenue tunnel yesterday demonstrated an imperative want that must be headed by the New York Central, Harlem and New Haven companies—the tunnel must be lighted in its entire length by electricity.

The meagre amount of daylight admitted through the smoke aperture in the tunnel and the few and far between rays from the flickering oil signal lamps, leave the condition of that underground highway little better than the proverbial darkness of Egypt.

When smoke, steam and fog intervene to add to the general obscurity, the darkness is complete; and nothing short of powerful electric light will suffice to pierce the gloom.

Previous to the adoption of the block system of signals, powerful headlights were used on all locomotives running through the tunnel, but such implicit confidence did the companies have in the block system that these headlights were gradually dispensed with.

The possibility of a failure in the workings of the block system was clearly demonstrated yesterday at the cost of six human lives and serious injuries to many persons besides, which might have been avoided had the tunnel been lighted sufficiently to enable the engineer to see the train ahead of him and reverse his engine before the fatal crash came.

The management of the tunnel now proposes to resume the use of headlights on locomotives. This can do no harm; but the feeling is expressed in strong terms by experts to-day that the safety of the travelling public demands something more.

The tunnel itself must be lighted, they say, and kept lighted constantly, so that even the approach of danger may be detected by actual sight as well as by the notice of the automatic signals.

COMMISSIONER'S INVESTIGATION BEGUN.

This is one of the features of the casualty that will be brought to the attention of the jury by Coroner Levy, who has already begun a most searching investigation into the causes of the horrible accident.

Another matter that the coroner will bring before his jury is the part played by the deadly car-stops.

On an evening world reporter this morning Coroner Levy said:

"You may say that my investigation of this case is a fair trial for the most intelligent jury I propose to go to the bottom of everything to learn the exact causes of the accident, and determine who is responsible."

"I shall impel a jury of intelligent, representative men, and personally conduct them to the scene of the collision, that they may thoroughly understand the entire situation."

"There will be no needless delay. The inquest will be begun at 10.30 A. M. next Tuesday."

"I was in the tunnel for four hours yesterday endeavoring to learn everything that would tend to throw any light on the matter; but there was so much confusion and excitement that I should be obliged to continue my investigations a day or two longer."

When asked whether he had secured his investigation with his report to Vice President Wood yesterday, placing the blame for the collision on Engineer Louis Fowler, Mr. Platt said:

"Well, no, hardly. Of course, the examination and cross-examination of all parties interested is yet to come, but the general result will probably be unchanged."

"Of course we shall conduct a thorough investigation of the affair, independent of any that may be made by the Coroner's office."

ALL THE DEAD IDENTIFIED.

The Last Was Claimed by His Parents at the Morgue This Morning.

With the identification this morning of the young man with the smooth face whose body was crushed while he burned to death, the six persons who lost their lives in the collision have all been accounted for.

Following is the complete list:

MILLER, MICHAEL, aged fourteen, schoolboy, of 147 East Fifty-second street. Crushed to death.

MURRAY, JOHN, boiler cleaner, forty-nine years old, of 300 East Forty-fourth street; burned to death.

FLYNN, JAMES R., machinist, fifty years old, of 300 Third Avenue; crushed and burned to death.

ZEILLER, WILLIAM A., eighteen years old, freshman, of 300 Third Avenue; crushed to death and burned.

SUPPLE, MRS. NELLIE, thirty-six years old, car cleaner, of 300 Third Avenue; burned to death.

HANCOCK, JOHN, twenty-eight years old, car cleaner, of No. 300 West Forty-ninth street; crushed and burned to death.

Daniel M. Cluffred, the colored cook on the dining car, who was taken to the Presbyterian Hospital, lives at 107 East Forty-fourth street. His injuries were confined to bruising his face, besides the shock. He will recover in a few days.

Zeiller, of 300 Third Avenue, recovered from the ghastly-looking body of a fifteen-year-old son, William, shortly after 7.30 o'clock this morning at the Morgue.

The young man was a freshman at the New York Central and was on his way to his engine at North Haven when he met his death.

It was his custom to take that train to his work.

Last night he failed to come home, and the intelligence of the catastrophe alarmed his parents.

Description of the unknown dead as contained in yesterday's EVENING WORLD confirmed their fears, and at 7 o'clock this morning Zeiller, with an undertaker, came to the Morgue.

Keeper White led Zeiller to the coffin. The boy was removed, and immediately Zeiller recognized his long-dead son. He was a robust, healthy-looking fellow, and he had a good deal of his son's face.

"That's him! Yes, that's William!" And tears coursed down his cheeks.

The body of Hancock, who died on the way to the Presbyterian Hospital, and who had been in the hospital for several days, was taken to the morgue this morning and placed in the hands of the undertaker. The body of Mrs. Supple also remained. It will be removed to her home to-morrow.

An Evening World reporter this morning visited the homes of the six unfortunate men who were killed in the disaster. They are all people of the district, and all are large families practically destitute.

Murray, who was a New York Central car cleaner for twenty-two years, lived with his wife and seven children on the top floor of the tenement at 300 East Forty-fourth street.

Mrs. Murray said: "My husband was a sober, hard-working man, and he had to work night and day for \$40 a month. He had me good yesterday morning, and the first I heard of his death was when I was told of it on the street. I am later by my son, who identified the body of his father."

Flynn, who had worked steadily as a machinist for the Central since 1868, left a widow and six small children, the youngest seven years old. Mrs. Flynn was housekeeper of the tenement at 300 Third Avenue, and with her husband's wages managed to bring up her family.

Zeiller, a neighboring butcher, identified the body of Flynn at the Morgue and notified the family through Father Sheehan, of St. Agnes's Church.

Mrs. Ochs, a married sister of the boy Miller, lives at 147 East Fifty-second street.

"Our mother died thirteen years ago," she said, "and father about three months ago. Michael was the baby. I brought him up from the time he was two years old. Three brothers and two girls have kept house together for years, and Michael always carried his brother Timothy's dinner to his every morning."

"When he did not come home at noon yesterday I feared that something had happened, and when my brother Dan came in he told me of Michael's death."

Mrs. Supple and her car-cleaner about fourteen months. Her husband is a ship laborer, and the four boys are behind range in age from seven to eighteen years.

Hancock and Zeiller were single, and both contributed to the support of their parents.

The bodies of Flynn, Millane and Murray will be buried to-morrow in Calvary Cemetery; that of Mrs. Supple in St. Mary's Cemetery, Station Island, and Hancock and Zeiller in Lutheran Cemetery.

DARKNESS IS CONVENIENT.

Manager Toucey Is Not Partial to Bright Lights in the Tunnel.

General Manager Toucey, of the New York Central Railroad, who controls the tunnel, was asked by an Evening World reporter the reasons why the tunnel was in darkness yesterday when the terrible catastrophe occurred.

"It was not lighted," replied Mr. Toucey. "because it had not been considered practicable to have lights in the tunnel. The tunnel is kept dark in order that the colored light signals may be seen by the trainmen."

"Are there not even headlights on the engines?"

"No," he replied, "because they have been discontinued during the daytime since the block system is in operation. That system is considered a perfect preventative of an accident unless, as happened yesterday, there was unaccountable negligence."

Before we had the block system engineers were instructed to keep their headlights in the daytime before entering the tunnel at either end, and not to extinguish them until they had passed through.

"That order, as I said, has now fallen into disuse. I am, however, in view of the disaster of yesterday, releasing an order requiring headlights on all engines passing through the tunnel at any hour of the day."

"Why are there not stationary lights at intervals in the Fourth Avenue tunnel as there are in other railroad tunnels?"

"The requirements of the block system forbid it. That system is worked by red and blue lights on the signals, and it is considered that these lights would not be as clearly visible if the tunnel were lighted. They can be seen to perfection only if the tunnel is in darkness."

"Several years ago there was a proposition to light the tunnel throughout by electricity and of having some signaling system similar to that used in the open air—that of lowering and raising flags, for instance."

"I and Mr. Platt, who then had charge of the tunnel, went over the matter with the directors, and we decided that it would not be as serviceable as the present system."

"On a foggy day the steam from the locomotives would settle down on the track and make the air so dense that no ordinary light could penetrate it."

"I think that when the collision occurred yesterday the lights were properly displayed, but the engineer did not see them."

"The question in regard to electric lighting is whether the engineer in a lighted tunnel would be able to see a colored light better than he could see a colored light in a dark tunnel."

"To be of any service, electric lights would, in any event, have to be placed low down near the track, and there could not be more than a block or so between each."

A MAY EIGHTY-ONE CRASHING A DEER STONE, BY CARPENTER'S LETTER LIVES LIVES.

FOSTER IS NAMED.

To Succeed Secretary Windom in the Treasury Department.

His Name Sent to the Senate by the President To-Day.

Martin A. Knapp, of New York, to Be Interstate Commerce Commissioner.

WASHINGTON, Feb. 21.—The nomination of Mr. Charles Foster, of Ohio, to succeed the late Secretary Windom, in charge of the Treasury Department, was sent to the Senate this morning, by President Harrison.

The President also sent to the nomination of Martin A. Knapp, of New York, to be Interstate Commerce Commissioner.

Mr. Foster has been a prominent figure in National politics for twenty-one years. He was born in Ohio sixty-two years ago, and went into business with his father, who owned a large "Yankee notion" store.

As their business developed and different branches were established, they opened a bank. Charles then gave great attention to banking affairs even at an early age.

From these beginnings Mr. Foster became one of the most prominent business men in Ohio. He is now interested in the manufacture of glass, in gas companies, in real estate and in farms.

In 1870 he was elected to Congress from the Ninth Ohio District. He served eight years, and was one of the strong men of his party in the House. The Democratic Legislature of 1875 re-elected him to the same office. He was re-elected to the same office in 1876 and 1877.

Mr. Foster received two nominations for Congress that year, one from his own district and the second from another district.

His remarkable career made him the next Governor of Ohio. In 1879 he defeated Gen. Thomas Ewing by 15,000 majority, and in 1881 he was re-elected by 55,000 majority over Bookwiler.

Mr. Foster's name has often been mentioned in connection with the United States Senatorship from Ohio. Last fall he went down a Democratic majority in the Ohio Congress District of Ohio from 1,000 to 174.

President Harrison and Mr. Foster have long been warm personal friends.

CITY NEWS TENSELY TOLD.

To-Day's Record of Minor Happenings About Town.

Edified a Child's Savings Bank.

William C. Hill, of Jersey City, to-day on his way to the office of the Jersey City Savings Bank, where he was to be the first of a series of lectures on the subject of saving.

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STARVING WELLS IN A BASEMENT.

In the basement of the No. 100 West Forty-ninth street, last night, Jennie Trout, her son, and John, one year, were found abandoned and starving from hunger and cold. They were in a room where the police are looking for a man who had been seen there.

FOUNDED HIS EX-BOOK.

After leaving his job, which was discharged by the New York Central, he was found by the police in a room where he had been seen to be drinking and eating. He was found in a room where he had been seen to be drinking and eating.

DEATH OF POLICEMAN SHAW.

It was reported at Police Headquarters this morning that Policeman Edward B. Shaw, of the Leonard street station, had died last night of consumption at his home, 161 Varick street. He had been on the force since 1874.

ICE VAIL KNOCKED OUT.

The Vail, the allied old-time confederate, was assaulted in the Tremont House early this morning, and his head nearly crushed in with a spoon. Head waiter B. B. Shaw was the assailant, and he was seen to be drinking and eating.

A CLOUD CAME OVER HER MIND.

Maria Blosser, forty-two years old, was taken from the Deane street station home this morning to Governor Hospital, where she was to be treated for a mental ailment.

THE EDWARD F. BULLY TESTIMONIAL.

The section of seats for the entertainment to be given for the benefit of the family of the late County Clerk Edward F. Bully will be at the Star Theatre next Wednesday afternoon at 8 o'clock. The entertainment will be given at 8 o'clock.

NEARLY \$10,000 FOR WATER THIS WEEK.

Water meter Joseph R. collected \$12,845.30 for Croton water rents during the week.

CHICKENS AT HIS FUNERAL.

Members of the Ohio Society of New York will meet at the Windsor Hotel at 1.30 to-morrow morning to attend the funeral services of Baker H. K. Roe, at 30 West Fifty-first street.

6100 WORTH OF COATS STOLEN.

Herman Scherer, tailor, of the Fifth street, reported this morning that he had been robbed of 6100 worth of coats worth \$100 stolen. They belonged to Dayton & Case, of 97 Bleecker street.

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RANCOCAS!

Defeated Joe Courtney Eight Lengths in the Handicap.

TRACK A SEA OF MUD.

Lemon Showed Much Different Form in His Race To-Day.

WASHINGTON, Feb. 21.—The racing scene at the Jockey Club track to-day was a most interesting one. The track was a sea of mud, and the horses were running in a most desperate manner. Joe Courtney, who had been the favorite in the handicap, was defeated by Rancoкас, who showed much different form in his race to-day.

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DISCUSSING THE BASEBALL WAR.

The National Board in Session at the Auditorium in Chicago.

UP to a point where the baseball war has been discussed, but the discussion of the American Association was then taken up.

The delegates refused to outline their future policy in the matter.

Mr. Thurman has been sustained in his position as chairman of the Board, and will continue to direct its affairs.

The Board has also decided to favor a conservative action, so as not to widen the breach.

The delegates to-day approved the contracts of Beckley with Pittsburgh, Gumbert and Ryan with Chicago, and Tebeau and Beatin with Cleveland.

Three of these players are claimed by the American Association.

LOCAL SPORTING DATES.

Racing at Guttenberg daily; at Dundee Mondays, Wednesdays and Fridays.

February.

21.—Amateur horse racing, Guttenberg, 10.30. 22.—Amateur horse racing, Guttenberg, 10.30. 23.—Amateur horse racing, Guttenberg, 10.30.

DUNDEE ENTRIES.

First Race—Maiden, over eight of a mile. 1.10. 2.10. 3.10. 4.10. 5.10. 6.10. 7.10. 8.10. 9.10. 10.10. 11.10. 12.10. 13.10. 14.10. 15.10. 16.10. 17.10. 18.10. 19.10. 20.10. 21.10. 22.10. 23.10. 24.10. 25.10. 26.10. 27.10. 28.10. 29.10. 30.10. 31.10. 32.10. 33.10. 34.10. 35.10. 36.10. 37.10. 38.10. 39.10. 40.10. 41.10. 42.10. 43.10. 44.10. 45.10. 46.10. 47.10. 48.10. 49.10. 50.10. 51.10. 52.10. 53.10. 54.10. 55.10. 56.10. 57.10. 58.10. 59.10. 60.10. 61.10. 62.10. 63.10. 64.10. 65.10. 66.10. 67.10. 68.10. 69.10. 70.10. 71.10. 72.10. 73.10. 74.10. 75.10. 76.10. 77.10. 78.10. 79.10. 80.10. 81.10. 82.10. 83.10. 84.10. 85.10. 86.10. 87.10. 88.10. 89.10. 90.10. 91.10. 92.10. 93.10. 94.10. 95.10. 96.10. 97.10. 98.10. 99.10. 100.10. 101.10. 102.10. 103.10. 104.10. 105.10. 106.10. 107.10. 108.10. 109.10. 110.10. 111.10. 112.10. 113.10. 114.10. 115.10. 116.10. 117.10. 118.10. 119.10. 120.10. 121.10. 122.10. 123.10. 124.10. 125.10. 126.10. 127.10. 128.10. 129.10. 130.10. 131.10. 132.10. 133.10. 134.10. 135.10. 136.10. 137.10. 138.10. 139.10. 140.10. 141.10. 142.10. 143.10. 144.10. 145.10. 146.10. 147.10. 148.10. 149.10. 150.10. 151.10. 152.10. 153.10. 154.10. 155.10. 156.10. 157.10. 158.10. 159.10. 160.10. 161.10. 162.10. 163.10. 164.10. 165.10. 166.10. 167.10. 168.10. 169.10. 170.10. 171.10. 172.10. 173.10. 174.10. 175.10. 176.10. 177.10. 178.10. 179.10. 180.10. 181.10. 182.10. 183.10. 184.10. 185.10. 186.10. 187.10. 188.10. 189.10. 190.10. 191.10. 192.10. 193.10. 194.10. 195.10. 196.10. 197.10. 198.10. 199.10. 200.10. 201.10. 202.10. 203.10. 204.10. 205.10. 206.10. 207.10. 208.10. 209.10. 210.10. 211.10. 212.10. 213.10. 214.10. 215.10. 216.10. 217.10. 218.10. 219.10. 220.10. 221.10. 222.10. 223.10. 224.10. 225.10. 226.10. 227.10. 228.10. 229.10. 230.10. 231.10. 232.10. 233.10. 234.10. 235.10. 236.10. 237.10. 238.10. 239.10. 240.10. 241.10. 242.10. 243.10. 244.10. 245.10. 246.10. 247.10. 248.10. 249.10. 250.10. 251.10. 252.10. 253.10. 254.10. 255.10. 256.10. 257.10. 258.10. 259.10. 260.10. 261.10. 262.10. 263.10. 264.10. 265.10. 266.10. 267.10. 268.10. 269.10. 270.10. 271.10. 272.10. 273.10. 274.10. 275.10. 276.10. 277.10. 278.10. 279.10. 280.10. 281.10. 282.10. 283.10. 284.10. 285.10. 286.10. 287.10. 288.10. 289.10. 290.10. 291.10. 292.10. 293.10. 294.10. 295.10. 296.10. 297.10. 298.10. 299.10. 300.10. 301.10. 302.10. 303.10. 304.10. 305.10. 306.10. 307.10. 308.10. 309.10. 310.10. 311.10. 312.10. 313.10. 314.10. 315.10. 316.10. 317.10. 318.10. 319.10. 320.10. 321.10. 322.10. 323.10. 324.10. 325.10. 326.10. 327.10. 328.10. 329.10. 330.10. 331.10. 332.10. 333.10. 334.10. 335.10. 336.10. 337.10. 338.10. 339.10. 340.10. 341.10. 342.10. 343.10. 344.10. 345.10. 346.10. 347.10. 348.10. 349.10. 350.10. 351.10. 352.10. 353.10. 354.10. 355.10. 356.10. 357.10. 358.10. 359.10. 360.10. 361.10. 362.10. 363.10. 364.10. 365.10. 366.10. 367.10. 368.10. 369.10. 370.10. 371.10. 372.10. 373.10. 374.10. 375.10. 376.10. 377.10. 378.10. 379.10. 380.10. 381.10. 382.10. 383.10. 384.10. 385.10. 386.10. 387.10. 388.10. 389.10. 390.10. 391.10. 392.10. 393.10. 394.10. 395.10. 396.10. 397.10. 398.10. 399.10. 400.10. 401.10. 402.10. 403.10. 404.10. 405.10. 406.10. 407.10. 408.10. 409.10. 410.10. 411.10. 412.10. 413.10. 414.10. 415.10. 416.10. 417.10. 418.10. 419.10. 420.10. 421.10. 422.10. 423.10. 424.10. 425.10. 426.10. 427.10. 428.10. 429.10. 430.10. 431.10. 432.10. 433.10. 434.10. 435.10. 436.10. 437.10. 438.10. 439.10. 440.10. 441.10. 442.10. 443.10. 444.10. 445.10. 446.10. 447.10. 448.10. 449.10. 450.10. 451.10. 452.10. 453.10. 454.10. 455.10. 456.10. 457.10. 458.10. 459.10. 460.10. 461.10. 462.10. 463.10. 464.10. 465.10. 466.10. 467.10. 468.10. 469.10. 470.10. 471.10. 472.10. 473.10. 474.10. 475.10. 476.10. 477.10. 478.10. 479.10. 480.10. 481.10. 482.10. 483.10. 484.10. 485.10. 486.10. 487.10. 488.10. 489.10. 490.10. 491.10. 492.10. 493.10. 494.10. 495.10. 496.10. 497.10. 498.10. 499.10. 500.10. 501.10. 502.10. 503.10. 504.10. 505.10. 506.10. 507.10. 508.10. 509.10. 510.10. 511.10. 512.10. 513.10. 514.10. 515.10. 516.10. 517.10. 518.10. 519.10. 520.10. 521.10. 522.10. 523.10. 524.10. 525.10. 526.10. 527.10. 528.10. 529.10. 530.10. 531.10. 532.10. 533.10. 534.10. 535.10. 536.10. 537.10. 538.10. 539.10. 540.10. 541.10. 542.10. 543.10. 544.10. 545.10. 546.10. 547.10. 548.10. 549.10. 550.10. 551.10. 552.10. 553.10. 554.10. 555.10. 556.10. 557.10. 558.10. 559.10. 560.10. 561.10. 562.10. 563.10. 564.10. 565.10. 566.10. 567.10. 568.10. 569.10. 570.10. 571.10. 572.10. 573.10. 574.10. 575.10. 576.10. 577.10. 578.10. 579.10. 580.10. 581.10. 582.10. 583.10. 584.10. 585.10. 586.10. 587.10. 588.10. 589.10. 590.10. 591.10. 592.10. 593.10. 594.10. 595.10. 596.10. 597.10. 598.10. 599.10. 600.10. 601.10. 602.10. 603.10. 604.10. 605.10. 606.10. 607.10. 608.10. 609.10. 610.10. 611.10. 612.10. 613.10. 614.10. 615.10. 616.10. 617.10. 618.10. 619.10. 620.10. 621.10. 622.10. 623.10. 624.10. 625.10. 626.10. 627.10. 628.10. 629.10. 630.10.